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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic: Dudley Station Historic District

and or common: Dudley Station

2. Location

street & number: Washington, Warren, and Dudley Streets — N/A not for publication

city, town: Boston (Roxbury) — N/A vicinity of

state: Massachusetts code 025 county: Suffolk code 025

3. Classification

Category	Ownership	Status	Present Use	
_x_ district	___ public	_X_ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	_X_ commercial	___ park
___ structure	_X_ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	N/A in process	_x_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	_X_ transportation
		___ no	___ military	___ other:

4. Owner of Property

name: Multiple, see continuation sheets

street & number:

city, town: N/A vicinity of state:

5. Location of Legal Description

courthouse, registry of deeds, etc.: Suffolk County Registry of Deeds

street & number: Pemberton Square

city, town: Boston state: Massachusetts

6. Representation in Existing Surveys

title: Inventory of Historic Assets of the Commonwealth of Massachusetts — has this property been determined eligible? x yes no

date: 1984 — See District Data Sheet for Forms included. (Dudley Terminal on

federal x state county local

depository for survey records: Massachusetts Historical Commission, 80 Boylston Street

city, town: Boston state: Massachusetts

7. Description Dudley Station Historic District, Boston (Roxbury), Mass.

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	_X_ original site
_X_ good	___ ruins	_X_ altered	___ moved date ___
_X_ fair	___ unexposed		

Describe the present and original (if known) physical appearance

The Dudley Station National Register Historic District is located in the northernmost portion of the Roxbury neighborhood of Boston. Dudley Square was an important colonial-period way station and market center on Washington Street, the principal overland route linking Boston's Shawmut Peninsula with the New England mainland. Immediately to the west of the district is John Eliot Square, site of Roxbury's first meetinghouse, 1632 (NR District, 1974), and beyond the Square lies Roxbury Highlands (DOE, 1977), the area now characterized by a range of 19th century suburban architectural styles and hallmarked by the Roxbury High Fort Standpipe, an ornamental waterpipe sited on the Revolutionary-period fort (NR, 1973). To the south is the neighborhood civic center, a complex of concrete structures created by the 1960s urban renewal program. To the east is a brick, mid 20th century public housing project. Adjacent to the district's northwest boundary is the Eliot Burying Ground (NR, 1974), which is excluded from the nominated district because it represents an earlier chapter in Roxbury's history.

Roughly Y-shaped, the Dudley Station Historic District contains 40 structures and 44 parcels that face on Washington, Warren, and Dudley Streets. Visually it is set apart from its surroundings by its elevated transportation components (the MBTA Orange Line) and architecturally heterogeneous commercial buildings. The district's jagged boundary lines exclude most vacant lots and noncontributing buildings, which are defined as truncated single-story structures or later 20th century storefronts. Due to the street pattern, ten such noncontributing structures are included within the boundary; of these, five are considered recent intrusions, and five others are extensively altered. In addition, four parcels are vacant. As a dense commercial and transportation center, the district displays a decidedly urban character with its predominant masonry commercial structures lining the curved streets without setbacks or other landscaping elements.

Architecturally represented within the Dudley Station District are a range of later 19th century styles in their commercial versions; these include Italianate, Second Empire, High Victorian Gothic, Queen Anne, Second Renaissance Revival, Neo-Georgian, and a late example of the Boston Granite style. Scale ranges from one to eight stories, with the predominant height at four or five stories. Materials are largely masonry and vary among red and yellow brick, marble ashlar, granite, limestone, and, to a lesser degree, wood. Design quality is exceptionally high, with examples of major late 19th and early 20th century Boston architectural firms. Particularly noteworthy are the high-quality copper architectural elements, iron and steel engineering features, and complex pedestrian and vehicular circulation system of the Dudley Station complex (DOE, 1977). In general, the buildings of the district

Continued

are underutilized and have suffered certain inappropriate renovations, especially at the ground floor. They appear in good structural condition. Cast-iron storefronts, well-carved stone embellishments, and galvanized-iron cornices are still intact throughout the district.

The following descriptions of key and representative buildings are discussed in chronological order.

Sargent-Prince Block, 37-51 Roxbury Street (1868, MHC #2, photo #6).

At the northeast corner of Roxbury Street and Shawmut Avenue is 37-51 Roxbury Street, the Sargent-Prince Block. This ca. 1868 Italianate/Mansard red brick commercial/residential block may represent a design of N. J. Bradlee. Three stories in height, plus a slate-covered mansard-roof level, the building is rectangular in plan, with two-story rear wings. Its distinctive curved wall addresses the Roxbury Shawmut corner. Visible beneath modern storefront treatments are hammered granite piers. The upper floors are characterized by twelve, two-story recessed and arched brickwork bays carrying double-hung, 2/2 wood sash and decorative brownstone sills and lintels. Its cornice is enlivened with a sawtooth table.

Hotel Dartmouth, 51-61 Warren Street (1871, MHC #3, photo #7).

Between Warren Street and the eastern bus ramp is the former Hotel Dartmouth, 51-61 Warren Street, designed by John R. Hall in 1871 in the Second Empire style. The large, three-story building, L-shaped in plan, retains cast-iron storefronts with marble ashlar finishes above. Upper floors exhibit surface plasticity, with angled oriel windows appearing at the ends and centers of the Dudley and Warren Station elevations. Carried though the mansard roof slopes, these oriels are surmounted by a modified pyramidal roof. Bracket windows with pedimented lintels, hood moldings, and shallow dormer windows with unusual caps distinguish the regular fenestration pattern. The building on the upper floors is presently unused and boarded up.

Palladio Hall, 50-62 Warren Street (1873-1878, MHC #4, photo #8).

The former Palladio Hall, at 52-60 Warren Street, is a three-story, ten-by-seven-bay block designed by N. J. Bradlee in 1873 and constructed in 1878-1880. A superb hybrid of the Italian Renaissance Revival and Neo-Grec styles, this building retains its cast-iron Corinthian ground-level columns, despite inappropriate infill on the ground level. Ranged along the upper floors at regular intervals are deeply recessed windows enframed by modulated light and dark sandstone blocks. Neo-Grec style pediments with antefix ornamentation are symmetrically arranged at the cornice level on the dressed elevations.

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Hotel Comfort, 2121-2131 Washington Street (1877-1878, MHC #5, photo #9).

2121-2123 Washington Street, originally the Hotel Comfort, was designed by Louis Weisbein in 1877-1878 in the High Victorian Gothic style. The Washington Street facade's four-unit, twelve-bay upper floors are finished in white and grey ashlar marble. Despite its overall symmetry in fenestration, the building's picturesque surface treatment of foliated capitals, polychrome voussoirs, rosette lintel motifs, blind raised panels are typically High Victorian Gothic. Segments of cast-iron storefronts are intact, as is the console bracketed cornice supporting the flat roof.

8-16 Warren Street (1885, MHC #6, photo #10) and 18-20 Warren Street (ca. 1830 with ca. 1880 additions, MHC #7, photo #10).

The contiguous buildings at 8-16 and 18-20 Warren Street illustrate the architectural heterogeneity of the district. 8-16 Warren Street, a restrained example of the Queen Anne style with panel brick influences, is a three-story red brick commercial block with sandstone trim. Narrow brick piers divide the upper floors into four units, while sandstone stringcourses and brick panels provide horizontal delineation. The hip roof is flanked by slate-covered mansard slopes with double dormers. Next door at 18-20 Warren Street, the ca. 1830 Flemish-bond brickwork of the south wall has been incorporated into a three-story, Queen Anne-style clapboard- and shingle-clad main building with a steeply pitched gable roof. A pair of oriels with single aprons on Warren Street and the curved, conical-roofed oriel on the side wall addition complete the Queen Anne alterations.

Curtis Block, 2304-2308 Washington Street (1888, MHC #8, photo #11).

The Curtis Block, at 2304-2308 Washington Street, designed in 1888 by George Avery, is the only full-blown example of the Queen Anne style in the district. Its four story, red pressed brick and brownstone trim main facade is an integral component of the curved masonry "street wall" of the late 19th century commercial blocks lining Washington Street's east side. The facade is symmetrically arranged with a pair of embellished metal-frame octagonal oriels (also on the alley facade) that flank a recessed, bowed oriel with multipanel transoms and copper cresting in the second level. Richardsonian Romanesque elements of hammered brownstone trim are in evidence at corners, belt coursing, sills, and lintels.

Graham Block, 2286 Washington Street (1889, MHC #9).

The four-story, curved Graham Block, at 2286-2300 Washington Street, is a

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retardataire example of a Panel Brick/Queen Anne-style commercial block. Designed by Cummings & Sears in 1889, its upper floors are red pressed brick with sandstone trim, and its cast-iron Doric storefronts survive at street level. A ca. 1920 mural advertisement for Ferdinand's (1895, MHC #11) is intact and fronts the Orange Line.

Waterman Block, 2328 Washington Street (1890, MHC #10, photo #12).

Adjacent to the Dudley terminal is the Waterman Block at 2326-2328 Washington Street. The building is a four-story commercial block, and displays robust Richardsonian elements. It was designed in 1890 by Louis Weisbein. Above polished granite piers enframing large metal-frame storefronts are the dressed elevations laid up in rock faced granite. Recessed tripartite windows are centrally located on the upper levels and flanked by single double-hung windows.

Ferdinand's Blue Store, 2260-2272 Washington Street (1895, MHC #11, photo #13).

Commandingly sited at the Washington and Warren Street intersection is 2260-2272 Washington Street, known as Ferdinand's Blue Store. Architect John Lyman Faxon designed this five story department store in 1895 blending baroque and Renaissance Revival stylistic elements. Levels one and two exhibit large display windows with metal enframements that are surrounded by Doric pilasters and limestone entablature. Large oculus windows with ornate surrounds grace the central and end bays of level two and five; tripartite windows with Renaissance inspired limestone carved detail continue the emphasis in these bays on the middle floors. Regularized fenestration (with windows now boarded up) formerly lit the upper floors, which are sheathed in yellow brick set in a banded rusticated pattern. The flat-roofed block is banded by an elaborate cornice.

Dudley Street Terminal, Warren and Washington Streets (1901, 1909; MHC #1, photo #s 1-5) (DOE, 1977).

Situated high above Ziegler, Washington, and Warren Streets is Dudley Station bus/transit complex. The station's tracks, waiting platforms, ramps, and signal house are supported by 25- to 35-foot elevated steel structures. In 1901 the Boston Elevated Railway chose Alexander Wadsworth Longfellow to design the northbound platform's cupola-crowned, hip-roofed structure in the French Renaissance Revival style. This copper-clad structure's interior elements exhibit a graceful iron and steel platform arcade, classicized ticket booth, oak panelling, and diamond-paned clerestory. This platform is linked to the subtly curved southbound platform via high-flying and slanted copper-sheathed access ramps panelled with classicized pilasters. A

Continued

diminutive copper-clad, pyramidal-roofed signal house is perched above Governor Dudley Square at the confluence of the north and southbound tracks. The ramps, southbound platform, and signal houses were designed by Robert Swain Peabody in 1909. Adjoining the station's east side is a concrete and metal bus loop constructed in 1948.

Roxbury Institute for Savings, 2343-2345 Washington Street (1901, MHC #12, photo #14).

At 2343-2345 Washington Street is the former Roxbury Institution For Savings, which was designed in the Second Renaissance Revival style by Peabody and Stearns in 1901. The two-story bank is constructed of yellow brick with dressed facades of limestone. The main facade's rusticated base features arched, recessed windows and a central entrance with ornate bronze doors marked by an iron balcony. Five windows on the upper level with console-bracketed lintels are set within blind keystone arches. The dentilated and modillioned cornice and elegant limestone balustrade with classical urns and ornate cartouche complete the rectangular block.

Eagle Theatre, 2221-2225 Washington Street (1911, MHC #13).

2221-2225 Washington Street was designed as the Eagle Theatre in 1911 by Silverman Engineering Company. Modern masonry finishes cover the lower two levels. Second Renaissance Revival-style galvanized iron surface treatments are still intact at the third level and include Corinthian pilasters and a deep classicized cornice.

Ruggles Building, 2175-2193 Washington Street (1914, MHC #14).

At the corner of Washington and Ruggles Streets is 2175-2193 Washington Street, the three-story commercial building known originally as The Ruggles. Designed by F. A. Norcross in 1914, its principal facades are laid up in red pressed brick with the main entrance marked by a door hood with console brackets and heavy entablature. Groups of two and three windows are flanked by Doric pilasters. The building is topped by a classicized galvanized iron cornice.

Ferdinand's Blue Store Addition, 17-19 Warren Street (1922, MHC #15).

To the north of Dudley Station at 17-19 Warren Street is the district's tallest building. Designed in 1922 by Harold Field Kellogg, the eight-story Ferdinand's Blue Store Addition exhibits a cast-stone, two-level base with upper floors laid up in utilitarian yellow brick. Monolithic Doric pilasters unite levels one and two and flank large display windows. It is interesting to note that display windows are also located on the rear wall, facing Dudley

Continued

Station's northbound waiting platform, in tacit acknowledgment of the presence of the El. Fenestration and attic cornices display classicized elements.

Edison Electric Illuminating Company, 62-78 Warren Street/151-157 Dudley Street (1923, MHC #16, photo #15).

Occupying the wedge-shaped island bounded by Harrison Avenue, Warren, and Dudley Streets, 62-78 Warren Street is a two-story office block known as the Edison Electric Illuminating Company. Built in 1923 of tan brick with artificial stone finishes, the building has a curved facade arranged with a pier and spandrel system holding large glazed areas. A stepped parapet with Classical Revival concrete urns conceals the flat roof.

Boston Consolidated Gas Company, 11-29 Roxbury Street (1927, MHC #17).

The dramatically curved main facade of the Boston Consolidated Gas Company follows Roxbury Street's path. This low, two-story office building was designed in 1927 by Parker, Thomas, and Rice. Cast stone covers its Art Deco main facade with secondary facades composed of yellow brick. A three-bay central entrance unit is flanked by five-bay wings. Display windows (with brick infill) and entrances with vaguely Renaissance Revival surrounds appear at street level. The building terminates in a decorative frieze and low, beveled parapet.

Intrusions

Intrusions are generally limited to vacant lots (four), truncated commercial blocks and single-story stores with aluminum or false brick veneers (five), and five noncontributing structures that conform in scale (single story) and materials to the noted structures in the triangular block beneath the elevated ramps but have sustained inappropriate facade changes.

Archaeology

There are no known prehistoric sites in the district or in proximity to it, and the likelihood for finding prehistoric sites in the district is low. While the potential for historic foundations and other related features of nonextant buildings dating from the 17th to the early 19th centuries does exist, the overall likelihood of significant archaeological survivals in the district is also low given the present building density, the high ratio of building footprint size to lot size, and the extensive and intensive rebuilding in the district that occured during the late 19th and early 20th centuries.

8. Significance Dudley Station Historic District, Boston (Roxbury), Mass.

Period	Areas of Significance—Check and justify below				
prehistoric	archeology-prehistoric	community planning	landscape architecture	religion	
1400–1499	archeology-historic	conservation	law	science	
1500–1599	agriculture	economics	literature	sculpture	
1600–1699	X architecture	education	military	social	
1700–1799	art	X engineering	music	humanitarian	
X 1800–1899	X commerce	exploration settlement	philosophy	theater	
X 1900–	communications	industry	politics government	X transportation	
		invention		X other (specify)	

Community Development

Specific dates 1868-1927 **Builder Architect** Multiple

Statement of Significance (in one paragraph)

The Dudley Station Historic District's copper-clad elevated rail complex, brick commercial blocks, and apartment hotels reflect the late 19th-early 20th century prosperity of a major Metropolitan Boston transportation/commercial node. Its significance is inextricably bound to the extent to which it has retained its turn-of-the-century fabric and scale. Within its boundaries are stylish, high-quality designs by major Boston architectural firms. Particularly significant are the architectural elements and engineering features of the Dudley Station Terminal's various components. The Dudley Station district retains integrity of setting, design, locations, materials, and association and thus meets criteria A, and C of the National Register of Historic Places.

Roxbury was one of the six harbor villages (including Boston) founded by the Massachusetts Bay Company in 1630. Originally known as Rocksbury or Rocksborough, it was settled by immigrants from Dorchester, England, under the leadership of William Pynchon. Recognized as a town by the Court of Assistants in 1630, the community erected its first meetinghouse in 1630 at John Eliot Square (NR, 1973), located a few blocks to the west of the district. Roxbury's boundaries originally encompassed West Roxbury and Brookline.

The Dudley Station area's evolution as Roxbury's principal business district and most densely settled residential quarter is tied to the realities of pre-19th century topography, improved Boston/Roxbury transportation links, and multilevel political/economic developments. Beginning in the mid-17th century, the district evolved as a commercial/residential area along Washington Street. It was situated on the lowlands between Dudley Street and the narrow strip of land known as the Old Neck, which linked Roxbury with Boston. Until 1786, and the building of the Charles River Bridge, the northern portion of Roxbury was the sole land gate to Boston. Early roads within the district, including Eustis, Warren, and Washington Streets, fanned out to Dorchester, Braintree, Dedham, and all points south.

Until the mid-19th century, agriculture was Roxbury's principal economic pursuit. From the 17th to early 19th century, tanning and the production of leather goods, clock and cabinet making, banking, and carriage manufacturing were minor industries conducted within the Dudley Station area. Roxbury was slow to recover from property destruction and population loss wrought by the Revolutionary War, and had scarcely 2,000 people in 1780 and only 2,700 by

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1800. The construction of the Roxbury Canal in 1795, formerly located to the northeast of the district, provided the town with access to Boston Harbor but was of minimal importance to Roxbury's early 19th century growth.

By 1827 hourly coaches began to run between John Eliot Square and Boston--the first such service in New England. Between 1830 and 1840 Roxbury's population increased from 5,247 to 9,089. Physical evidence of the pre-Civil War "faire and handsome country town" is limited to a few masonry fragments, including the Taber Street wall of the frame Queen Anne-style building at 18-20 Warren Street (MHC #7). This wall dates to ca. 1830 and was originally part of a dwelling owned by Roxbury merchant Josiah Richardson. Roxbury, with a population of 15,000, was incorporated as a city in 1846; West Roxbury was set off as a separate town in 1851. By 1856 the first street railroad was established. Horse-drawn cars ran initially from the district's Guild Row to Boylston Street in Boston. In 1867 Roxbury was annexed to Boston with a population of 30,000.

One of the first buildings to herald the transition from "picturesque village" to a large-scale business center with more architecturally sophisticated structures was the Sargent-Prince Block at 37-51 Roxbury Street (MHC #2). Built in 1868, this commercial/residential block originally housed Roxbury's Post Office. It was built by H. B. Sargent, a Boston lawyer; its second owner was F. O. Prince, twenty-third mayor of Boston (1873-1881).

The Depression of 1873 temporarily halted commercial/residential construction within the district. Palladio Hall, the sandstone business block at 52-60 Warren Street (MHC #4), existed on paper in 1873, but was not built until the end of the decade. This handsome Italian Renaissance-Neo-Grec structure was designed by Nathaniel J. Bradlee, and architect credited with over 500 Boston commercial buildings and numerous late 19th century South End and Back Bay townhouses.

During the late 19th century, a half dozen "family" hotels were built "to supply the demand of wealthy businessmen for apartment hotels near the city." The centrality of Dudley Station to a metropolitan transportation system explains the proliferation of this multiunit building type. Lavishly ornamented examples of this building type include the mansard-roofed Hotel Dartmouth, 51-61 Warren Street (1871, MHC #3) and the High Victorian Gothic Hotel Comfort, 2121-2131 Washington Street (1878, MHC #5). Few examples of apartment hotels built before 1880 are still extant in the greater Boston area.

The introduction of the electric trolley to Roxbury during the late 1880s sparked construction activity on the island bounded by Warren, Washington, and Dudley Streets. Retail and specialty businesses founded in the district

Continued

Massachusetts

during the 1840s and 1850s relocated to spacious, well-designed masonry business blocks. The Curtis Block, at 2286-2300 Washington Street (MHC #8), for example, was owned by Edwin Upton Curtis, thirtieth mayor of Boston. Built in 1888, it is the only full-blown example of the Queen Anne style in the district. The building was designed by Boston architect George Avery, and is part of the masonry "wall" of Victorian commercial buildings lining the east side of Washington Street, from Warren to Ziegler Streets. The Graham Block, 2286 Washington Street (MHC $9), a more restrained Queen Anne-style commercial building, was designed by Cummings and Sears, architects of Copley Square's New Old South Church, in 1889. The Waterman Block, at 2326-2328 Washington Street (1890, MHC #10), represents a late expression of the Boston Granite style. This style first appeared in Boston in 1810 and was characterized by solid granite post and lintel construction. It was utilized almost exclusively for commercial block and warehouse construction. J. S. Waterman & Son's undertaking establishment was founded in a small frame building on this site in 1857. By the early 20th century, this firm was regionally known as a leader in mortuary science and management.

Dominating the northern tip of Dudley Station's island is the well-detailed Baroque and Renaissance Revival-style Ferdinand's Blue Store Building, 2260-2272 Washington Street (MHC #9). Considered by many to the architect John Lyman Faxon's greatest work, it was completed in 1895. Faxon was also the architect of the Moorish Revival Hotel Victoria at Newbury and Dartmouth Streets, Boston (no longer extant). Like the Waterman's Block, Ferdinand's limestone and yellow brick five-story retail block replaced a smaller, frame structure, one that was built on this site in 1867. By the early 1920s Ferdinand's was known throughout the New England area as a major retail store, and had grown to encompass four buildings on the Dudley Station island.

Dudley Station (MHC #1), located at the intersection of Warren and Washington Streets, is the district's centerpiece. It was built in 1899-1901 as the southern terminus of the Boston Elevated Railway. The success of the electric streetcar in Boston during the early 1890s prompted the exploration of more adventurous forms of electric propulsion for commuter purposes.

In 1897 Boston became the first city to build an elevated system that was planned, from its inception, to be electrically operated. The Boston Elevated Railway was built between 1898 and 1901 at a cost of 20.3 million dollars. It extended 4.9 miles from its northern end at Sullivan Square, Charlestown, to Dudley Street, Roxbury, its southern terminus. Alexander Wadsworth Longfellow, the architect of several turn-of-the-century Harvard University buildings, won an eleven-entry competition for the design of the main line El's station, judged by noted Boston architect and educator W. R. Ware. The station was expanded through a design by Robert Swain Peabody in 1909. Dudley Station's copper-clad waiting platform and highflying access ramps are

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distinguished for the quality of their architecture and for the way in which engineering details and structural members are used to achieve ornamental effects. Its complex pedestrian and vehicular circulation is the physical expression of the fact that Boston was the first city to adopt unified management of elevated rapid transit lines and surface streetcar lines. The significance of Dudley Station was not diminished when the Boston Elevated Railway--today's Massachusetts Bay Transit Authority Orange Line--was extended to Forest Hills in 1909; extensive alterations enlarged the station and improved transfer facilities.

In addition to designing the Dudley Station extension, Peabody was also responsible for the design of the Roxbury Institute for Savings, 2343 Washington Street (MHC #12). Built in 1901, the year of Dudley Station's completion, this well-executed limestone and brick edifice symbolizes the district's turn-of-the-century ascendancy as a major transportation/retail center for the Boston area.

During the first decades of the 20th century, improved access offered to the area by the "main line el" encouraged the growth of recreational enterprises in the district. At least three silent movie theaters, several billiard halls, and a bowling alley were located in the northern portion of the district--including the Renaissance Revival-style Eagle Theater, 2231 Washington Street (1911, MHC #13), and the Eagle Bowling Alley, 2175-2193 Washington Street (1902, MHC #14)

In the early 1920s, architecturally noteworthy additions to the district's streetscape included the eight-story Neo-Georgian Ferdinand's Blue Store Addition, at 17-19 Warren Street (MHC #15), the area's tallest building, which was built in 1922. Its architect, Harold Field Kellogg, is best remembered for his Art Deco-style Batterymarch Building at 60 Batterymarch Street, built in 1928. The Classical Revival-style Edison Electric Illuminating Company, 62-78 Warren Street (1923, MHC #16), and the Art Moderne-style Boston Consolidated Gas Company building, 11-29 Roxbury Street (1927, MHC #17), are other good examples of mid 1920s construction within the district. The former was designed by Wesley L. Mino and the latter was designed by Parker, Thomas, and Rice, architects of Boston's well-known R.H. Stearns Department Store on Tremont Street.

The cumulative changes in Dudley Station's transportation patterns facilitated migration to the outlining suburbs by the white protestant population in the late 19th century. With each increase in service to broader geographic areas and every improvement in speed and efficiency, there was more attraction for the resident Roxbury population to relocate further out from the central city. Beginning in 1900, Jewish immigrants arrived in Roxbury, and twenty years later an Afro-American migration to Roxbury began. The Dudley Station area has been the commercial center of the Afro-American community ever since.

9. Major Bibliographical References

See Continuation Sheet.

10. Geographical Data

Acreage of nominated property approx. 20

Quadrangle name Boston South Quadrangle scale 1:25,000

UTM References

	Zone	Easting	Northing
A	19	328430	468859
B	19	328465	468510
C	19	328300	468865
D	19	328020	468270
E			
F			
G			
H			

Verbal boundary description and justification

See Continuation Sheet.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
state		code	county	code

11. Form Prepared By

name title	Betsy Firedberg, Preservation Planner, Massachusetts Historical Commission, with Edward Gordon, Boston Landmarks Commission, and Museum of Afro-American History
organization	Massachusetts Historical Commission
date	August 1985
street & number	80 Boylston Street
telephone	(617) 727-8470
city or town	Boston
state	Massachusetts 02116

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state _X_ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Valerie A. Talmage

title Executive Director, Massachusetts Historical Commission
State Historic Preservation Officer

date Oct 23, 1985

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

MAJOR BIBLIOGRAPHICAL REFERENCES

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Leading Business Men of The Back Bay and The South End, 1888

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United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

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received
date entered

Verbal Boundary Description and Justification:

The Dudley Station Historic District includes all 19th-century commercial and transportation-related buildings that retain integrity and that comprise the late 19th century Dudley Station area, an area that still maintains its turn-of-the-century fabric and scale as well as its associations as a transportation node. Included within the district boundaries are forty properties, among which are examples of the work of a number of well-known Boston architectural firms of the late 19th/early 20th century. The district also includes 10 noncontributing properties and 4 vacant lots.

Beginning at the intersection of Warren Street and Harrison Avenue and traveling along the eastern and northern boundaries of 62-78 Warren Street; thence turning at a right angle and traveling along the back and side (north) lot line of 52-60 Warren Street; thence turning at a right angle and traveling northerly along the eastern curb line of Warren Street including only 6-20 Warren Street and continuing northeasterly along the eastern curb line of Washington Street and including only 2164-2172 Washington Street; thence continuing northeasterly and turning at a right angle and crossing Washington Street to travel along the side (north) lot line of 2105-2131 Washington Street and southwest along the back lot line of 2121-2131 Washington Street; turning at a right angle and traveling easterly along the side (south) lot line of 2121-2131 Washington Street; then traveling along the side (north) lot line of 2167-2171 and the back lot line of 2175-2193 Washington Street; across Ruggles Street and along the back lot lines of the western side of Washington Street from 2205-2217 to 2345 (excluding the vacant parcel at 2301-2319 Washington Street) and 11-29 to 37-51 Roxbury Street. Then turning at a right angle and traveling southeasterly along the western curb line of Guild Row over to the southern curb line of 2400-2404 Washington Street. Then turning and traveling easterly along the southern curb line of Dudley Street and crossing to the eastern curb line of Warren Street at 62-78.

See attached assessors', sketch, and U.S.G.S maps for further delineation of district boundaries.

Dudley Square Station National Register District, Owners List

Ward	Parcel #	Property Address	Owner Name	Address
09	2127	2107-2115 Washington St.	M&C Caribbean Enterprises	2101 Washington St., Roxbury, MA 02119
09	2416	2121-2131 Washington St.	Shaffer Realty Tr.	8 - 10 Williams St., Roxbury 02119
09	2450	2167-2171 Washington St.	Leonard M. Simons	2169 Washington St., Roxbury, MA 02119
09	2451	2175-2193 Washington St.	National Radio and Television Co.	2185 Washington St., Boston 02119
09	2478	2205-2217 Washington St.	F.W. Woolworth Co. #114	2201 Washington St., Roxbury 02119
09	2478	2205-2217 Washington St.	G & T Inc.	2215 Washington St., Roxbury 02119
09	2479	2221 Washington St.	Norwood Shoe Store	2219 Washington St., Roxbury 02119
09	2480	2223-2225 Washington St.	Hyman David Finkle Tr.	31 Jacobs Terrace, Newton Centre, MA 02159
09	2482	2239-2241 Washington St.	Steven Demitriades	146 Smith St., Roxbury, MA 02120
09	2483	2249-2259 Washington St.	Louis Nichols & Sons	286 Harvard St., Brookline, MA 02146
09	2484	2267-2275 Washington St.	Walcott Corp.	1050 Commonwealth Ave., Boston 02215
09	2485	2277-2289 Washington St.	Walcott Corp.	1050 Commonwealth Ave., Boston 02215
09	3131	2321-2337 Washington St.	Dr. Byron Robinson	130 Warren St., Roxbury, MA 02119

Dudley Square Station National Register District, Owners List

Ward	Parcel #	Property Address	Owner Name	Address
09	3132	2343-2345 Washington St.	The Boston Bank of Commerce	110 Tremont St., Boston 02109
09	3133	11-29 Roxbury St.	Alfred J. Balerna	51 Elda Wood Dr., Stoughton, MA 02072
09	3134	33 Roxbury St.	Annie L. Fitzsimmons	33 Roxbury St., Roxbury, MA 02119
09	3135	35 Roxbury St.	James Brian Douglass	1195 Berkeley Ave., Claremont, CA 91711
09	3136	37-51 Roxbury St.	Walter J. Bass	3 Dunreath St., Roxbury, MA 02119
09	3138	2286 Washington St.	Frank Ferdinand Inc.	2260-2262 Washington St., Roxbury, MA 02119
09	3139	2260-2272 Washington St.	Frank Ferdinand Inc.	2260-2262 Washington St., Roxbury, MA 02119
09	3140	17-19 Warren St.	Manchoineal Assoc.	351 Mass Ave., Boston, MA 02115
09	3141	25 Warren St.	Mass. Bay Trans. Auth.	25 Warren St., Roxbury, MA 02119
09	3142	2328 Washington St.	Samuel Aronson	2326 Washington St., Roxbury 02119
09	3143	2304-2308 Washington St.	Richard & Fannies Brinson	6 Roxbury St., Roxbury, 02119
09	3145	2278-2282 Washington	Claudia M. Silva	2278-2282 Washington St., Roxbury 02119
09	3146	39-49 Warren St.	John Cawley	11 Friendship Rd., Mattapan, MA 02126

Ward	Parcel #	Property Address	Owner Name	Address
09	3147	51-61 Warren St.	Anjobi Inc.	102 Cedar St., Roxbury, MA02119
09	3148	130 Dudley St.	Mass Bay Trans. Authority	99 High St., Boston, MA 02110
09	3149	122-126 Dudley St.	First National Bank of Boston	114 Dudley St., Roxbury, MA 02119
09	3150	2364-2372 Washington	First National Bank of Boston	100 Federal St., Boston
09	3151	2364-2372	First National Bank of Boston	100 Federal St., Boston
09	3152	2360-2362 Washington St.	McKerr's Inc.	2360 Washington St., Roxbury, MA 02119
09	3153	2355-2359 Washington St.	Sheffield Inc. c/o Frema Marenburg Tr.	607 Tremont St. 02118
09	3154	2363 Washington St.	Mickey's Lounge	2365 Washington St., Roxbury, MA 02119
09	3155	2371 Washington St.	Walter J. Bass	3 Dunreath St., Roxbury, MA 02119
09	3156	2377 Washington St.	W. Bowman Cutter Inc.	2377 Washington St., Boston 02119
09	3157	2395 Washington St.	Suzanne Rothenberg	727 Hammond St., Chestnut Hill, MA 02167
09	3158	10-16 Roxbury St.	Theodore A. Calianos	4A Guild Row, Roxbury, MA 02119
08	2531	18-20 Warren St.	Willie R. Waters	256 Warren St., Roxbury, MA 02119
08	2532	6-16 Warren St.	United Front Foundation Inc.	8 Warren St., Roxbury, MA 02119

Ward	Parcel #	Property Address	Owner Name	Address
08	2477	2172 Washington St.	Dudley Realty Group	19 Cambridge Terrace, Allston, MA 02134
08	2478	2164-2168 Washington St.	Timothy J. Hamill	345 Centre St., Milton, MA 02183
12	0001	62-78 Warren St/ 1201 Harrison / 151-157 Dudley St.	Manchioneal Assoc.	62 Warren St., Roxbury, MA
	2549	50-62 Warren St.	Dan-Bob Realty	150 Dudley St., Roxbury, MA 02119
09	Dudley St. Station	Warren & Washington Sts.	Mass. Bay Trans. Authority	High Street, Boston, MA

DUDLEY STATION HISTORIC DISTRICT
BOSTON (ROXBURY), MASSACHUSETTS
DISTRICT DATA SHEET

MAP #	PROPERTY ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION	STYLE	STATUS
V_1	122-126 Dudley			-vacant lot-	NC
18	130 Dudley	Bus platform, Dudley Terminal			C
V_2	10-16 Roxbury			-vacant-lot	NC
#17	11-29 Roxbury	Boston Consolidated Gas Company	1927	Art Moderne	C
19	33 Roxbury		ca. 1880	Three Decker	C
20	35 Roxbury		ca. 1880	Three Decker	C
#2	37-51 Roxbury	Sargent/Prince Block	1868	Mansard	C
#6	6-16 Warren		1885	Queen Anne	C
#15	17-19 Warren	Blue Store Addition	1922	Neo Georgian	C
#7	18-20 Warren		mid 19th c.	Flemish bond brick Queen Anne alterations	C
21	25 Warren		unknown	1 story brick garage	C
F	39-49 Warren			1 story storefront	I
#4	50-62 Warren	Palladio Hall	1873-78	Renaissance/Neo Grec	C
#3	51-61 Warren	Hotel Dartmouth	1871	Second Empire	C

C = CONTRIBUTING
NC = NONCONTRIBUTING
I = INTRUSION

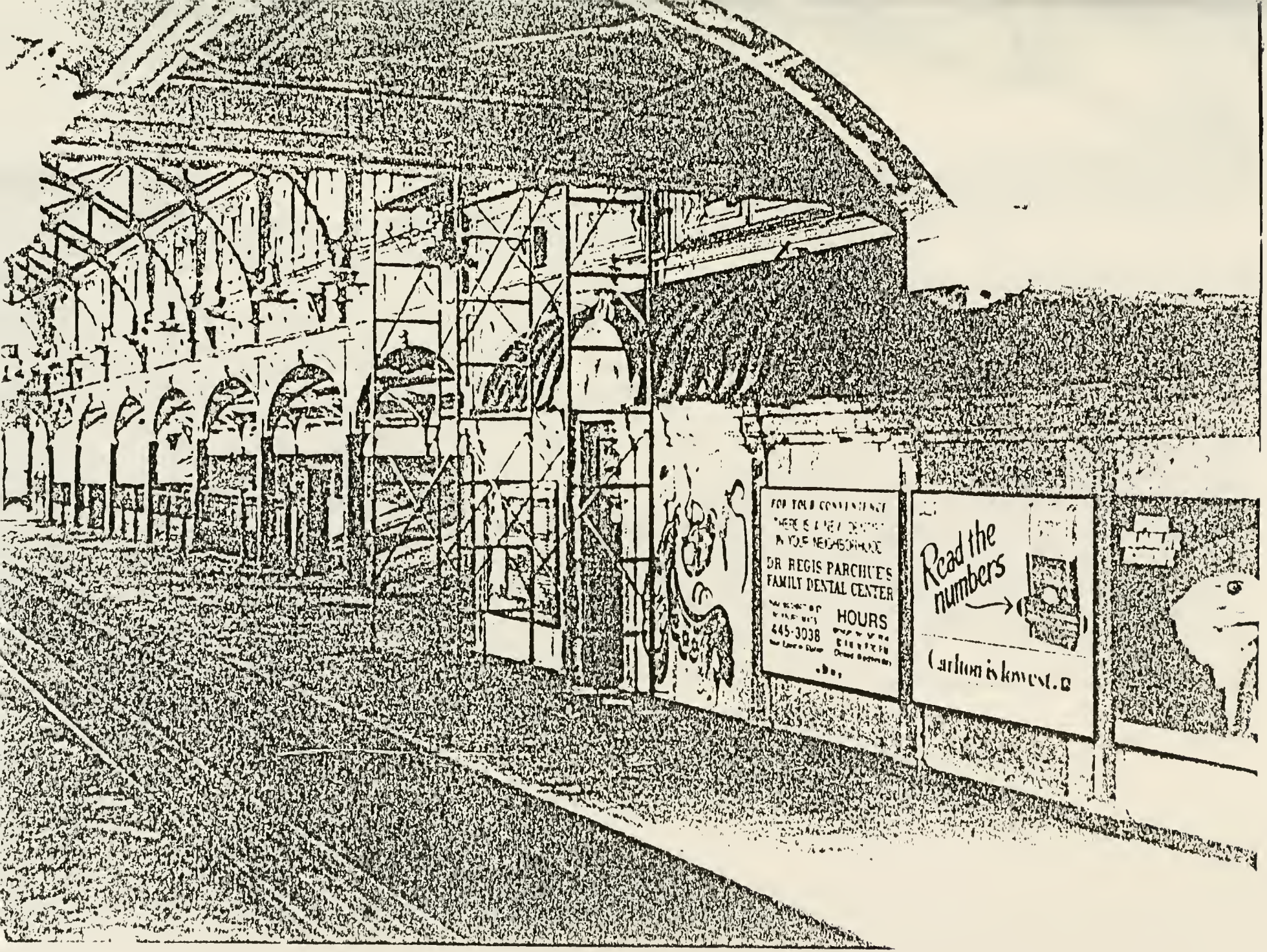
DUDLEY STATION HISTORIC DISTRICT
BOSTON (ROXBURY), MASSACHUSETTS
DISTRICT DATE SHEET

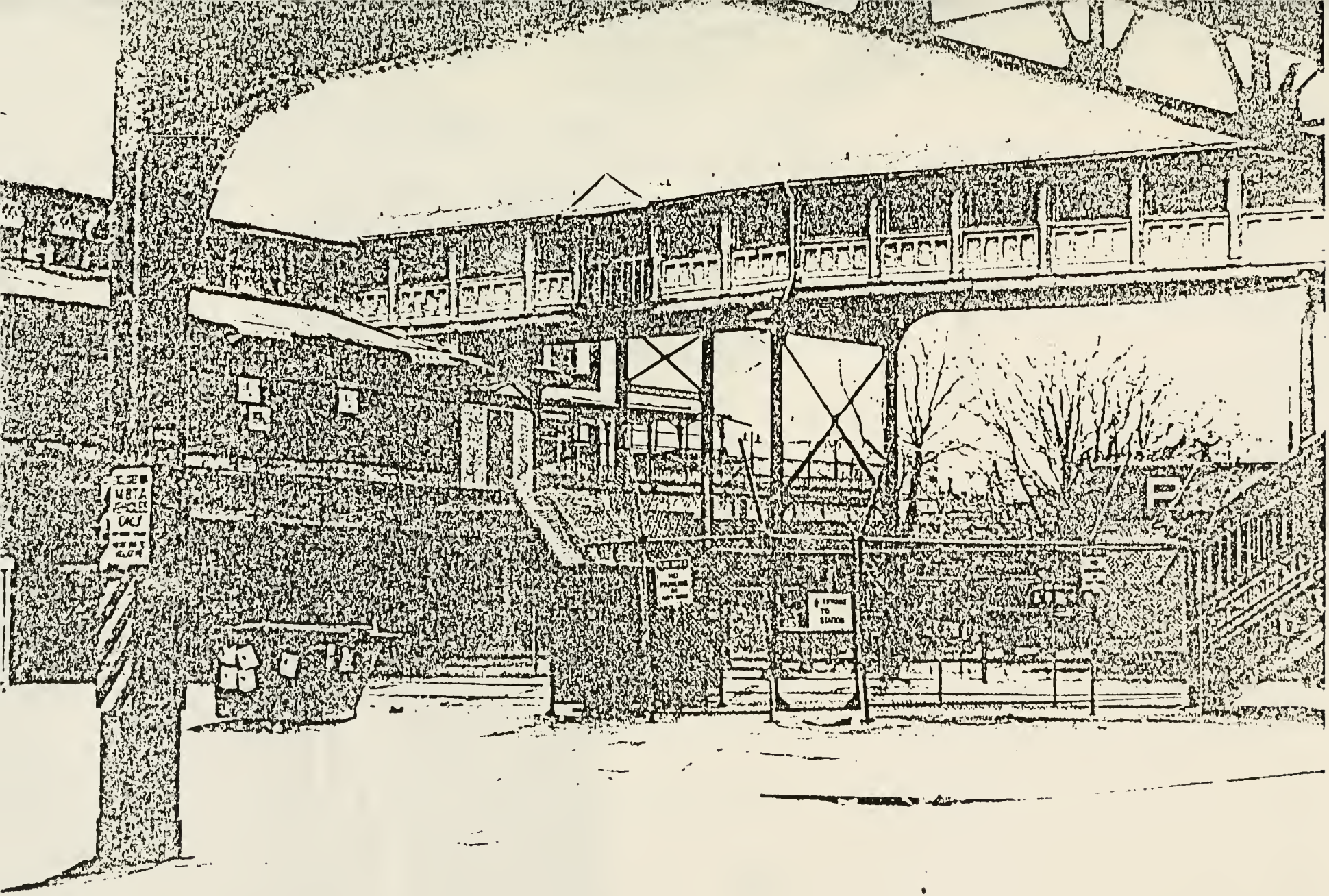
MAP #	PROPERTY ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION	STYLE	STATUS
#16	62-78 Warren 151-157 Dudley	Edison Electric Illuminating Co.	1923	Neo Classical	C
#1	Warren and Washington	Dudley St. Terminal	1901, 1909	Renaissance Revival	C
22	2107-2115 Washington		ca. 1910	Commercial	C
5	2121-2131 Washington	Hotel Comfort	1877-78	High Victorian Gothic	C
23	2164-2168 Washington		1926	Commercial	C
V_3	2167-2171 Washington			vacant lot	NC
24	2172 Washington		1899-1906	Commercial Theatre	C
14	2175-2193 Washington	Ruggles Building	1914	Brick Commercial	C
A	2205-2217 Washington		pre 1915	3 st./veneered Commercial	I
#13	2221-2225 Washington	The Eagle Theatre	1911	Renaissance Revival	C
25	2239-2241 Washington	Eagle Bowling Alley	1902	Commercial	C
B	2249-2259 Washington			truncated 1 story storefront	I
#11	2260-2272 Washington	Blue Store	1895	Commercial w/Baroque Rev. detail	C

DUDLEY STATION HISTORIC DISTRICT
BOSTON (ROXBURY), MASSACHUSETTS
DISTRICT DATA SHEET

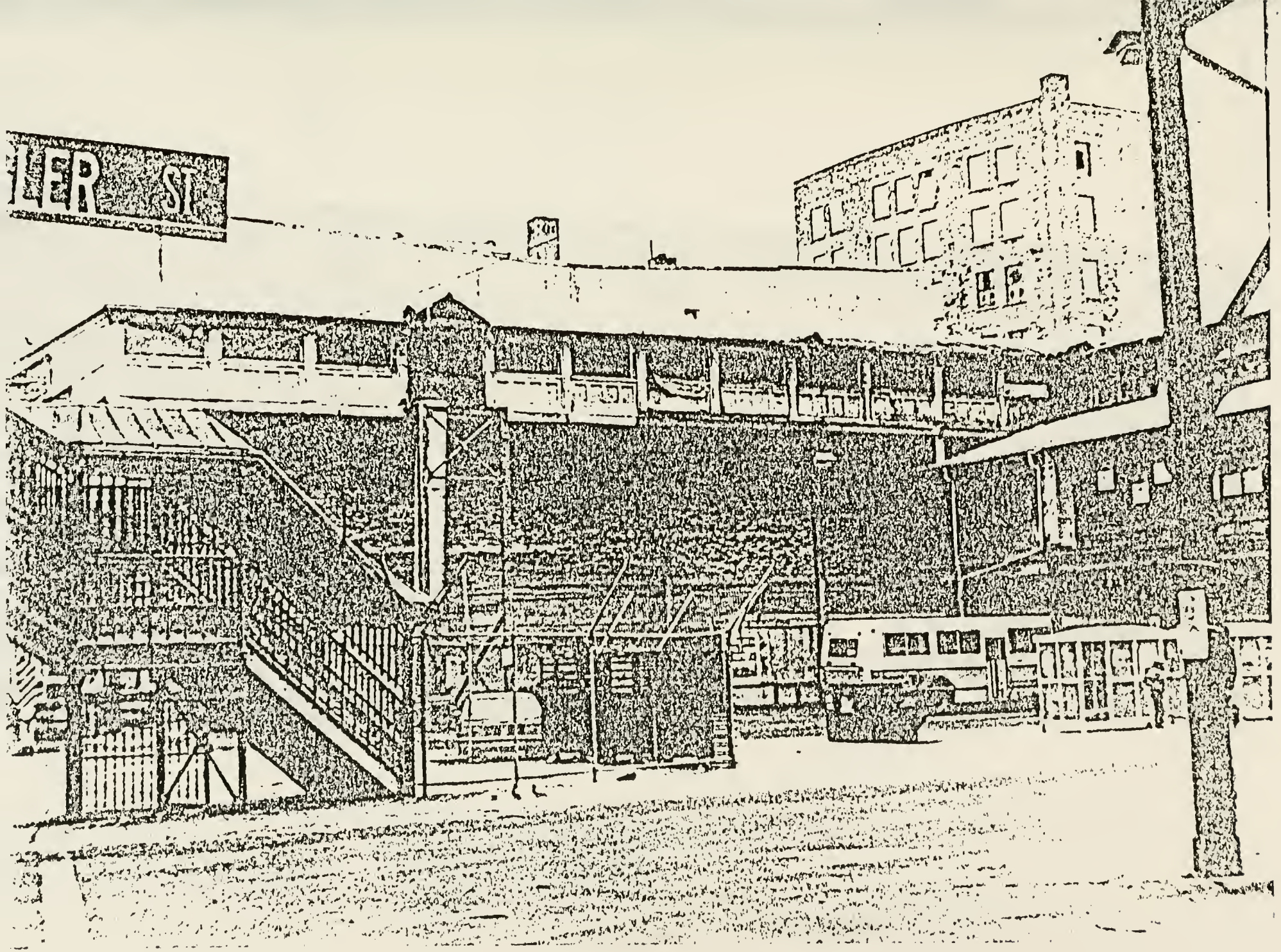
MAP#	PROPERTY ADDRESS	HISTORIC NAME	DATE OF CONSTRUCTION	STYLE	STATUS
C	2267-2275 Washington		ca. 1930	2 story Commercial	I
26	2277-2289 Washington	Timothy Smith Building	1906	Commercial	C
E	2278-2282 Washington			truncated 1 story storefront	NC
#9	2286 Washington	Graham Block	1889	Panel Brick/Queen Anne Commercial	C
#8	2304-2308 Washington	Curtis Block	1888	Queen Anne	C
D	2321-2337 Washington			3 story aluminum veneer Commercial	I
#10	2328 Washington	Waterman Block	1890	Granite Style	C
#12	2343-2345 Washington	Roxbury Institute for Savings	1901	2nd Renaissance Revival	C
H	2355-2359 Washington		ca. 1890	Commercial store-front 3 stories	NC
G	2360-2362 Washington			1 story storefront	NC
I	2363 Washington			1 story storefront	NC
27	2364-2374 Washington	First National Bank	1920	Classical 1 story	C
V_4	2364-2372 Washington			-vacant lot-	NC
28	2371 Washington	Joseph Warren Cooperative Bank	1926	Colonial Revival	C

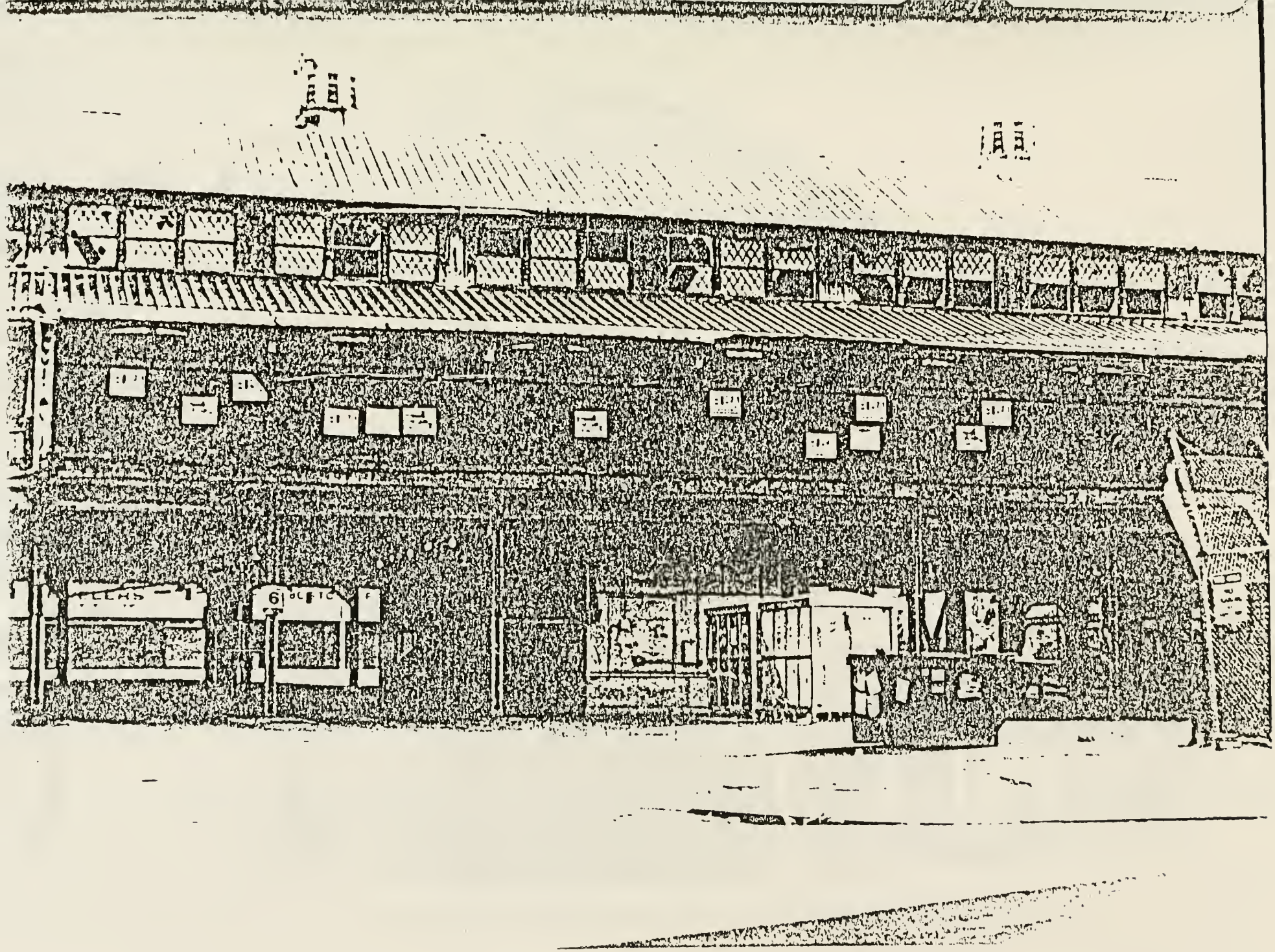
29	2377 Washington	Bowman Cutter Blding.	1913	Commercial	C
J	2395 Washington		ca. 1920	1 story Commercial storefront	NC

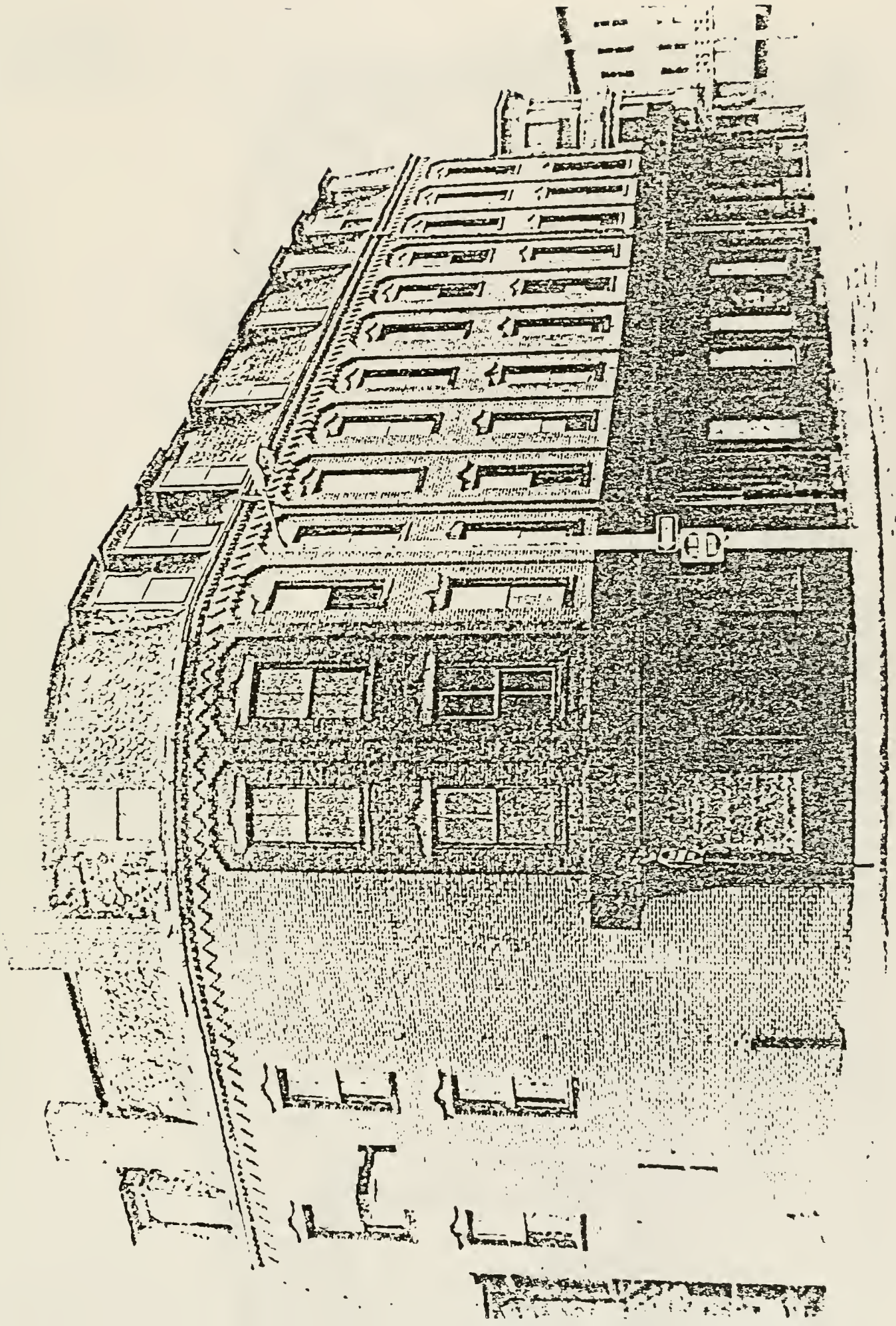

DR REGIS PARCHUES
FAMILY DENTAL CENTER
HOURS
445-3038
Read the numbers
Carlton is lowest.



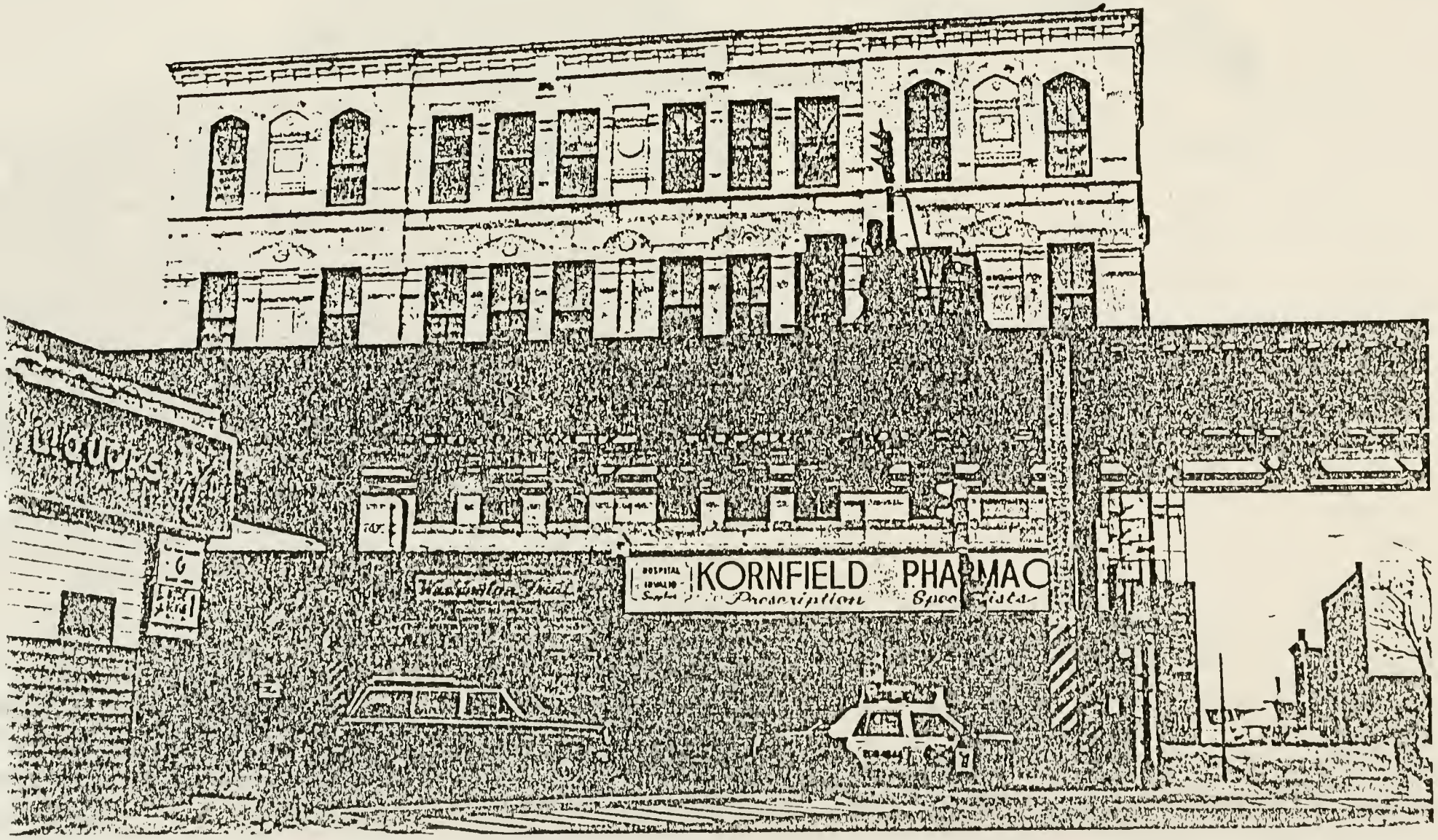
GALS
TRUCK
SIGNS


LER ST

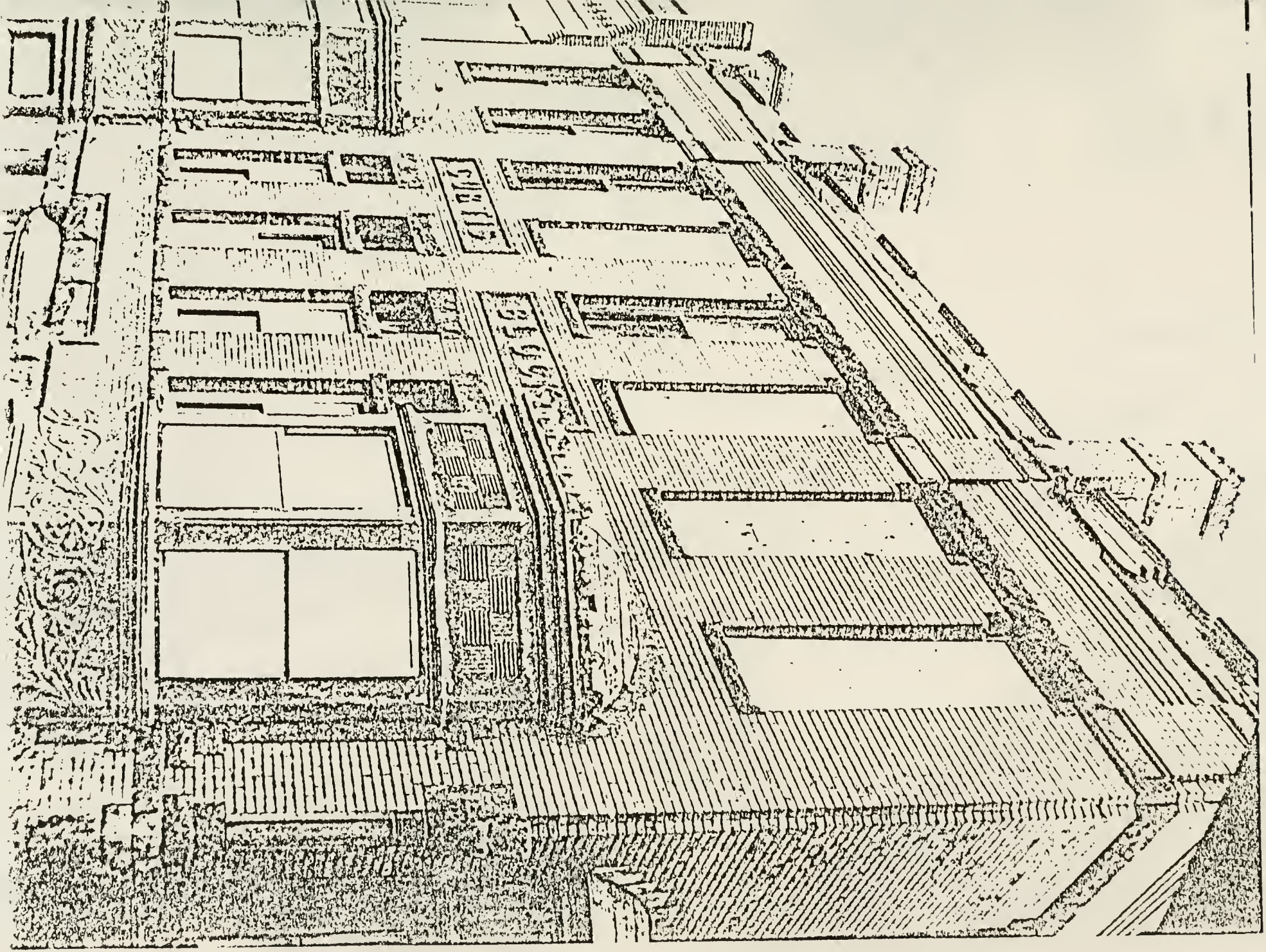




Dudley Liquors
BOTTLED LIQUORS
BOTTLED LIQUORS

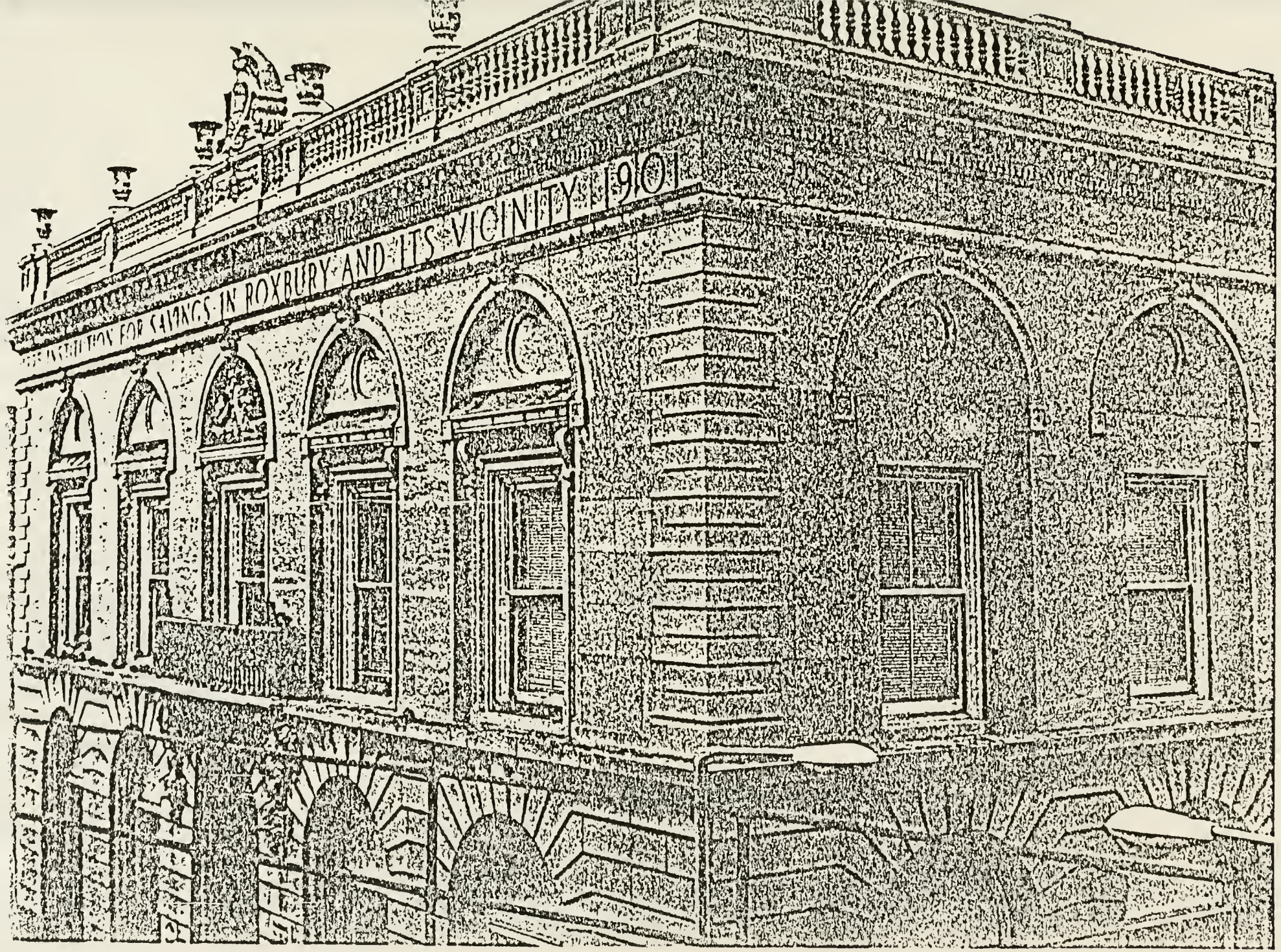

KORNFIELD PHARMACY
Prescription

ROXBURY 24 STORE

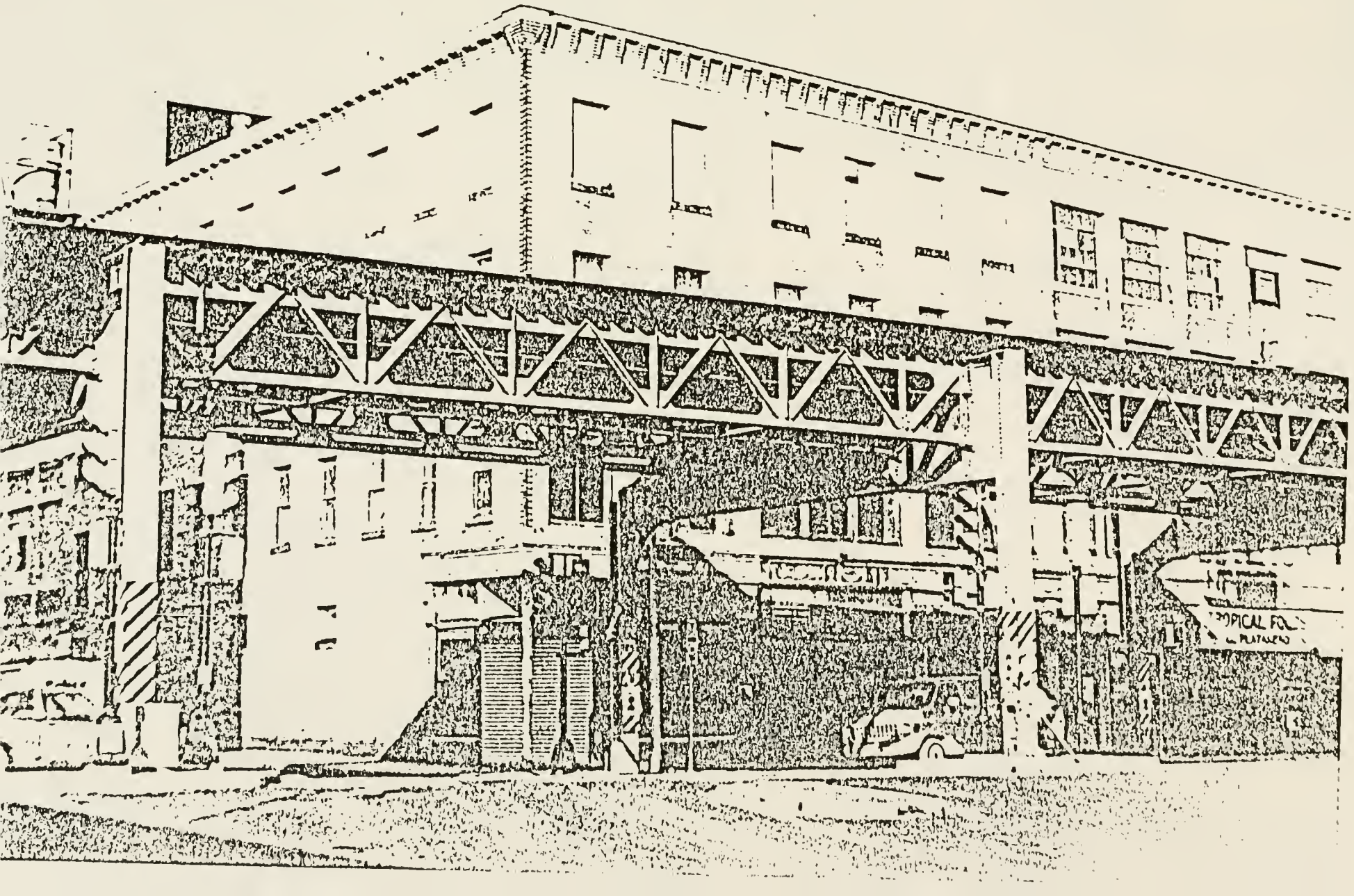


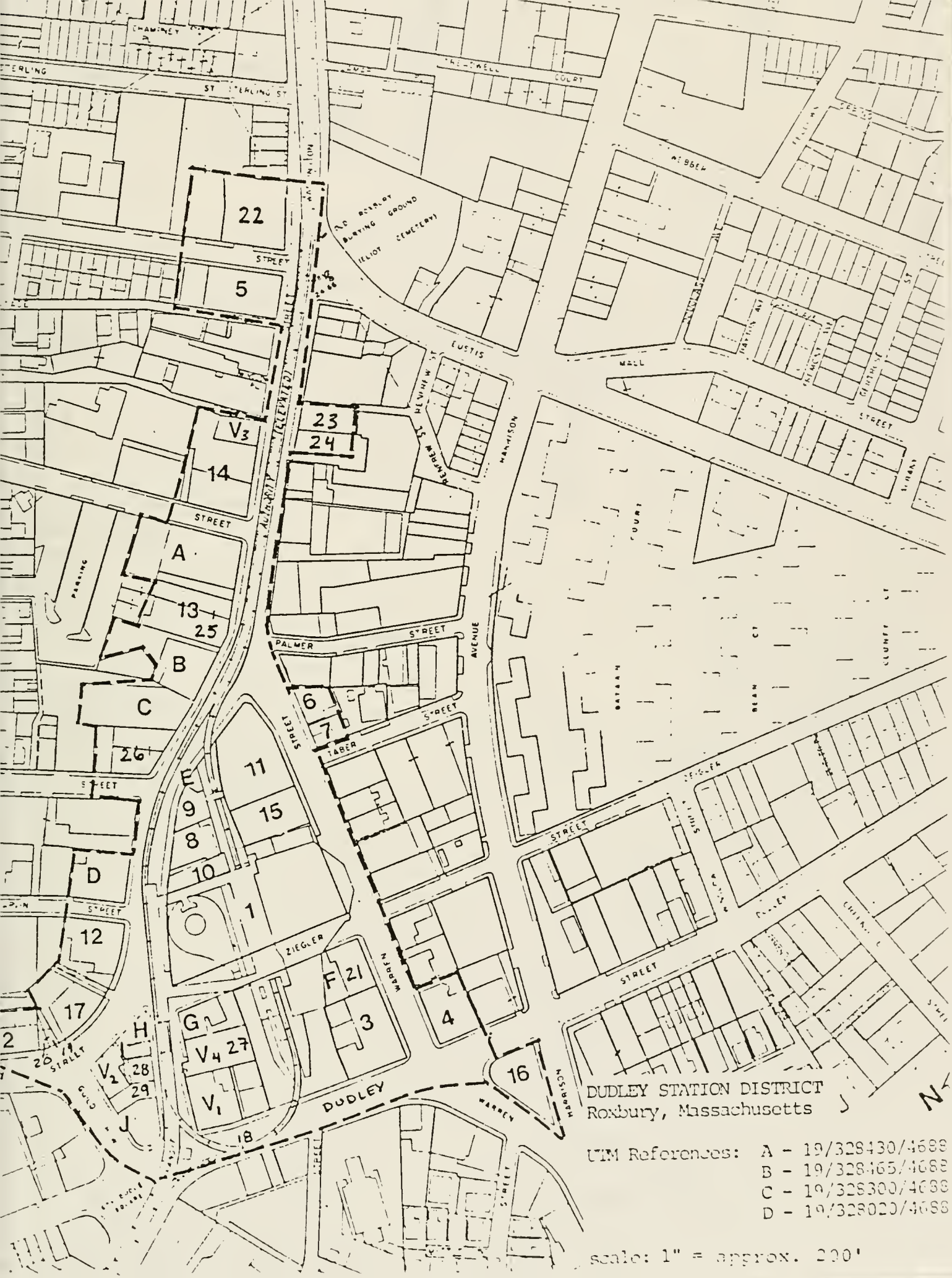
WESTERN
UNION

FERDINAND'S


INSTITUTION FOR SAVINGS IN ROXBURY AND ITS VICINITY 1901

LUGI'S SUBS
BENHAITH




DUDLEY STATION DISTRICT
Roxbury, Massachusetts
UTM References: A - 19/328430/4688
B - 19/328465/4688
C - 19/328300/4688
D - 19/328020/4688
scale: 1" = approx. 200'
N
22
5
23
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V3
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A
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25
B
C
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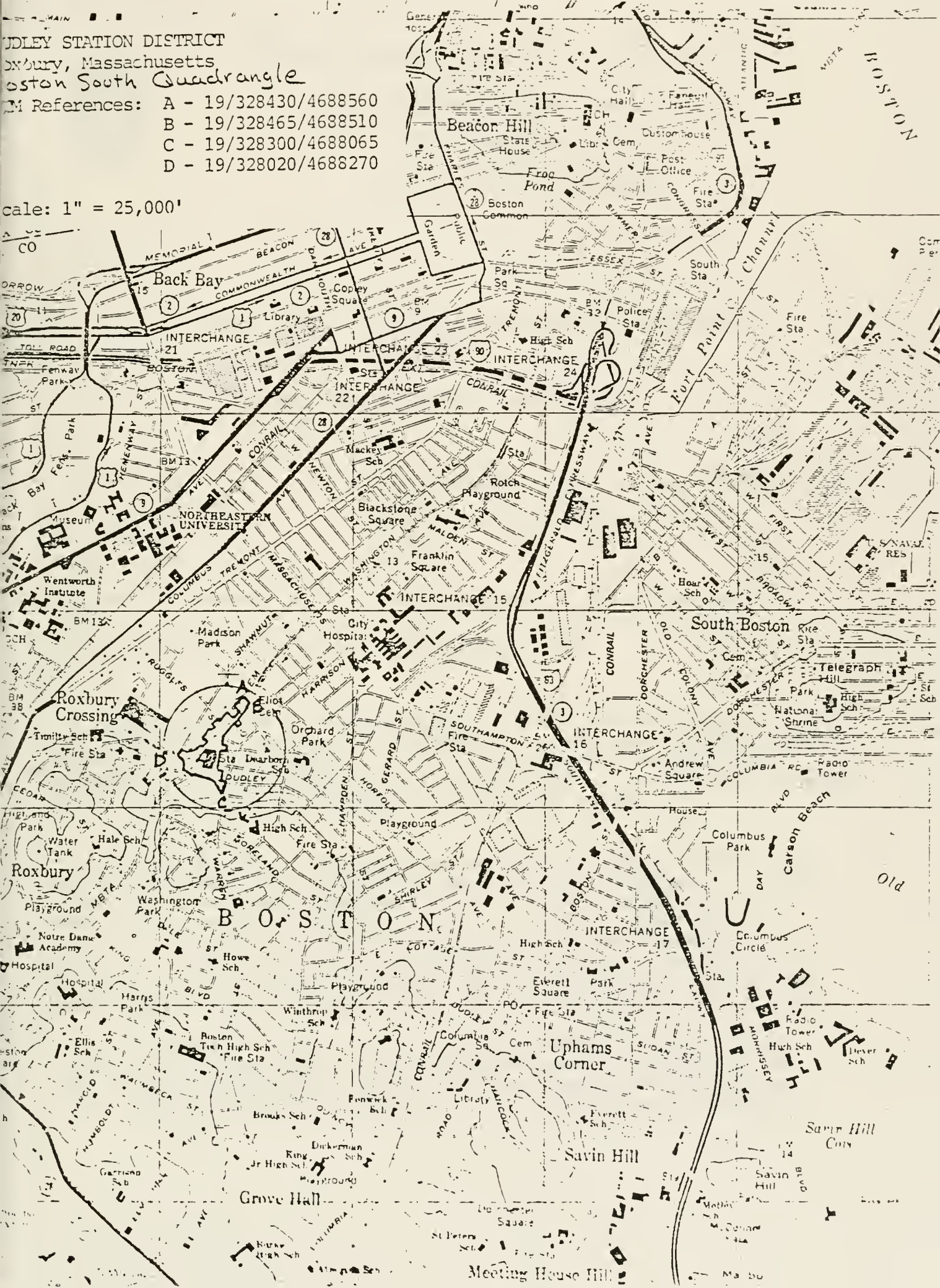
1
D
12
17
F
21
3
G
V4
27
H
V2
28
29
V1
J
4
16
6
7
PALMER STREET
TABER STREET
ZIEGLER STREET
DUDLEY STREET
EUSTIS STREET
WARREN STREET
HARRISON AVENUE
OLD ROXBURY BURYING GROUND
ELIOT CEMETERY
MALL
PARKING


UDLEY STATION DISTRICT
oxbury, Massachusetts
oston South Quadrangle
M References: A - 19/328430/4688560
B - 19/328465/4688510
C - 19/328300/4688065
D - 19/328020/4688270
cale: 1" = 25,000'
Beacon Hill
Back Bay
Boston Common
Frog Pond
Copley Square
Park Sq
South Sta
Fort Point Channel
Fenway Park
Bay Fens Park
Museum
NORTHEASTERN UNIVERSITY
Wentworth Institute
Blackstone Square
Franklin Square
Roxbury Crossing
Madison Park
City Hospital
Eliot Cem
Orchard Park
Dudley Sta
Trinity Sch
Roxbury
Water Tank
Hale Sch
Washington Park Playground
Notre Dame Academy
Hospital
Howe Sch
Harris Park
Boston Tech High Sch
Ellis Sch
Grove Hall
Dickerman Sch
King Jr High Sch
Brooks Sch
Winthrop Sch
Columbia Sq Cem
Uphams Corner
Everett Square
Everett Sch
Savin Hill
Savin Hill Cove
Meeting House Hill
South Boston
Telegraph Hill Park
National Shrine
Andrew Square
Columbus Park
Carson Beach
Old
Columbus Circle
Radio Tower
Dever Sch
Rotch Playground
Mackey Sch
Hurley Sch
Tobin Sch
Police Sta
Fire Sta
Library
Cem
Post Office
Custom House
City Hall
Faneuil Hall
State House
INTERCHANGE 21
INTERCHANGE 22
INTERCHANGE 23
INTERCHANGE 24
INTERCHANGE 15
INTERCHANGE 16
INTERCHANGE 17
CONRAIL
MBTA
BOSTON
Playground
High Sch
Hospital
Sta
PO
Cem
Park
Sch

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street
Boston, Massachusetts 02202

MICHAEL S DUKAKIS
GOVERNOR

JAMES S. HOYTE
SECRETARY

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS

ON THE

FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME	: Third Harbor Tunnel/Central Artery
PROJECT LOCATION	: Boston, Massachusetts
EOEA NUMBER	: 4325
PROJECT PROPONENT	: MA Department of Public Works
DATE NOTICED IN MONITOR	: November 26, 1985

The Secretary of Environmental Affairs herein issues a statement that the Final Environmental Impact Report submitted on the above project adequately and properly complies with the Massachusetts Environmental Policy Act (G.L., c.30, s.62-62H) and with its implementing regulations (301 CMR 10.00).

The Final EIR is an outstanding presentation of basic data, impact analyses, and mitigation measures on a complex transportation system proposal. It is clear, honest and thoughtful, reflecting great credit on the proponent and the consultant team. The document provides a sound basis for reaching a decision on the preferred alternative, responds fairly and fully to most of the comments on the Draft EIR, identifies issues requiring resolution, and proposes solutions.

The remainder of this Certificate speaks to those areas requiring further effort and the mechanisms available for the review of those efforts. The need for these further analyses stems from the size and complexity of the proposed undertaking.

EOEA #4325
Third Harbor Tunnel/Boston

No environmental review document on a project of this size can address in advance all of the concerns that arise during the design and construction process. Rather, the EIR serves as a planning document, and is followed by equally challenging design and construction review. The design and construction issues to be addressed fall into two categories: general matters influencing much or all of the project, and specific matters related to portions of the project.

GENERAL MATTERS - The outstanding issues raised through the Final EIR, the EOEA review, and the extensive comments on the project relate to traffic modeling, construction traffic management, construction staging, dredging and material disposal, public review throughout future decisions, air rights development, construction impact mitigation, business relocation, the ventilation buildings, and transit connections.

Traffic Modeling - The traffic model used in the Final EIR, UTPS-1, still yields some links estimated to operate at up to twice their capacity. While this does have utility in identifying areas of concern, it does not model accurately the traffic actually expected. The Central Transportation Planning staff is now implementing the network on UTPS-2 and anticipates developing a realistic model, calibrated with new traffic counts. They are also developing new construction period trip tables, methods for dealing with single large generators, and a new version of the Downtown Distribution Model for transit system analysis. The proponent has indicated that this new effort will be documented and provided to MEPA for review. I will notice the availability of this document in the Environmental Monitor and forward any comments received and the results of the MEPA review to EOTC. This will provide a further forum for public review of this technical study.

Construction Traffic Management Plan - One of the key uses for the refined and calibrated traffic model will be to predict the effects of construction disruption on the traffic pattern in the vicinity of the project and to provide the basis for a pro-active response to those effects. I ask that the general construction traffic management plan and the proposed detour routes for major construction activities be identified in the traffic modeling document or in a separate document and that the traffic effects along these routes be identified. This, too, will be noticed in the Monitor for public review.

Construction Staging - The MEPA staff review identified construction staging, worker access, and material and waste movement as key areas of interest. These should be investigated thoroughly, cast into the form of a general staging, access, and materials movement plan, and provided to my office for review. I recommend that worker access rely on public transit or high occupancy vehicles to the maximum practical extent and that full consideration be given to worker parking, including remote lots. As is the case with the traffic model and construction traffic management plan, I will notice this document in the Environmental Monitor and comment to the proponent following that review.

Dredging and Waste Material Disposal - Several comments received deal with aspects of the dredging and waste material disposal question. These include the quality of material along the proposed alignment, the details of the methods to be used in placing the tunnel segments, the amount and kind of materials to be removed, the disposal of the dredged materials, the disposal of excavate from the depression of the Central Artery, and the disposal of scrap steel and road bed material from the elevated Central Artery. These actions will require extensive review and permitting by Federal and State agencies, many of whom have made detailed comments on the Final EIR. Generally, individual agency reviews can be relied on to resolve outstanding issues in dredging and material disposal, although specific disposal options could necessitate a MEPA filing at a later time.

Public Review - The proponent intends to establish a formal citizen/state/federal review committee to provide oversight for the decisions to be made during the design and construction of the project. It has also suggested the formation of local review committees to deal with the specific concerns of the neighborhoods affected by the project. I applaud this intent and ask that my office be informed of the plans for these review committees, their proposed structure, duties, and funding, and that the MEPA office be kept advised of their actions and findings. This will provide a public review forum of great utility in the coming design and construction period. The remainder of the general matters may all be beneficially reviewed in this forum.

Air Rights Development Controls - The City of Boston, several neighborhood groups, environmental advocacy groups, and business interests have all asked for a voice in the planning of the air rights development that will inevitably follow the depression of the Central Artery. This subject should be fully and publicly explored, perhaps in a subcommittee of the general public review body. Redevelopment plans or individual projects that result from this process may be subject later to MEPA review, but the planning activities envisioned here do not require further MEPA involvement at this time.

Construction Impact Mitigation - This area is of the greatest concern to the abutters of the project. Special concerns were expressed with noise control, vibration control, pedestrian access during construction, dust control, and rodent control. These areas are most appropriate for general review by the citizen/state/ federal review committee and for detailed review by the neighborhood committees. My office will participate in these reviews through receipt of the minutes of review committee meetings and independent review of significant issues as they arise.

Business Relocation - Business relocation is also of great concern to the abutters of the project. Federal relocation and reimbursement procedures provide an adequate forum for the resolution of these issues.

Ventilation Buildings - As pointed out candidly in the Final EIR, the proposed use of four major ventilation buildings does not achieve the Commonwealth's standards for NOx emissions. I understand that a new plan, involving approximately 10 smaller ventilation buildings, will be developed to meet these aims. Both the U.S. EPA and the MA DEQE will review these plans for consistency with air quality standards and goals. These reviews will suffice for the technical matter of air quality. The aesthetic matter of the location, design, and integration of the vent buildings into air rights developments may be properly approached as one task in the determination of design guidelines for the air rights developments. No separate MEPA review of vent shaft location is required.

Transit Connections - This Final EIR shows that, even with the proposed project, serious traffic delays will be a dominant reality in the future of Boston. The project planning and design must therefore include vigorous commitment to and support of mass transit. The proposal for direct ramps to the South Station Transportation Center is a sound first step in this. An essential project element is the preferential treatment of high occupancy vehicles and the provision of dedicated bus lanes during peak commuter hours. The proponent should further explore reversible lanes, toll restructuring, coordinated paratransit services for major developments, and all other techniques to encourage the use of public transit and of high occupancy vehicles. The goal is to maximize the utility of an admittedly limited traffic capacity, for which an excess demand now exists and will continue to exist. This may be the most complex, the most difficult and, ultimately the most beneficial effort facing the Executive Office of Transportation and Constructing as it approaches the Third Harbor Tunnel/Central Artery Project.

These large questions, while difficult, appear to be amenable to resolution. This resolution will be achieved by building on the foundation provided in the Final EIR, by the continued commitment of the proponent to the highest standards of environmental sensitivity, and by full and public review of the decisions yet to be made in the citizen/state/federal review committee.

SPECIFIC MATTERS - In addition to these project-wide concerns, several specific areas have been revealed as requiring additional attention or additional formal review. These are the Herald Street Extension, the tunnel fabrication site, the treatment of the approaches to Leverett Circle, New Dorchester Avenue, and the South Bay fill.

Herald Street Extension - The extension of Herald Street appears to be a separable project of independent viability. It is currently under study by the Boston Redevelopment Authority. This project should be the subject of a separate Environmental Notification Form so that it may be fully assessed in its own right and implemented prior to the Third Harbor Tunnel/Central Artery Project, if appropriate.

Tunnel Fabrication Site - The Final EIR indicates that no site can now be chosen for the fabrication of tunnel segments. Any such site in Massachusetts could require extensive preparatory work and lead to substantial impacts, and a separate Environmental Notification Form may well be necessary.

Leverett Circle/Charles River - The proposed plans to fill a portion of the Charles River for approach ramps to Leverett Circle drew sharp criticism in the comments received. This plan should be thoroughly reexamined in the light of those comments, and a new plan developed that is more responsive to the values of this unique urban waterfront. When those plans are available, they should be documented and forwarded to this office as a Notice of Project Change. At that point, I will determine whether further review of this portion of the project is warranted.

New Dorchester Avenue/Fort Point Channel - I am concerned, as are many of the commenters, with the proposed fill in the Fort Point Channel required for the construction of New Dorchester Avenue. I encourage the proponent to continue efforts with the U.S. Post Office to accommodate their needs at South Station and, at the same time, reduce the amount of intrusion into the channel.

South Bay Fill - The large amount of work proposed in the South Bay area has the potential to impact on long range proposals for a combined sewer overflow treatment facility proposed for the Roxbury Canal Conduit. I ask that the proponent work closely with the Massachusetts Water Resources Authority to assure that the two plans are compatible and minimize the total filling of the Channel. In addition, I suggest that the proponent provide initial design assistance to the MWRA to aid in this process.

These comments represent an overview of the concerns expressed in the extensive correspondence received on this Final EIR. That correspondence, listed below, is thoughtful, thorough, and contains many innovative and insightful suggestions for consideration during the design and construction of the project.

EOEA #4325
Third Harbor Tunnel/Boston

ATTACHMENTS:

Charles Falco - 11/17/85
Nicholas D'Amore - 12/2/85
John Cammarata - 12/3/85
Fred Carangelo - 12/4/85
Thomas Scanlon (Gray Line) - 12/4/85
Frances Tarella - 12/4/85
Robert Venuti - 12/9/85
Robert Whittington (FAA) - 12/9/85
Michael Capizzi (MJC) 12/10/85
Gerald Conoly (AAA) - 12/10/85
Phillip D'Alexxandro (OSIA) - 12/10/85
Robert Aggripina - 12/11/85
Sheldon Gilbert (HUD) - 12/12/85
Albert Evers (MBTC) - 12/16/85
Cutone/Mandarini (GGLU) - 12/16/85
Arthur Osborn (AFL-CIO) - 12/16/85
Walter Ryan (IUOE) - 12/16/85
Patricia Sullivan (PRMA) - 12/16/85
Peter Petrigno (NEHDC) - 12/16/85
Paul Eustace (MEOL) - 12/16/85
Elaine Wilson (NECNH_ 12/16/85
Leo Stapleton (BFD) - 12/16/85
Phillip Sullivan (BFD) - 12/16/85
Anthony Pengaro (MDA) - 12/16/85
Nelson Visconti - 12/17/85
Robert Marshall (UBCJ) - 12/17/85
L.M. Pearson (GSA) - 12/17/85
Virgil Virgilio - 12/17/85
Denise Spagmuolo - 12/17/85
David Davis (Massport) - 12/17/85
John Simmons (IBPAT) - 12/17/85
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John Thompson (BSM) - 12/19/85
John Hines (CCF) - 12/19/85
Cassie Thomas (CRWA) - 12/19/85
Marie Salvati (NEH) - 12/19/85
Michael Maher (MDEQE) - 12/20/85

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ATTACHMENTS:

Clark Frazier - 12/10/85
Ives, et.al (NESC) - 12/10/85
Maryann D'Amato - 12/20/85
T.J. Whelan (S&W) - 12/20/85
Betsy Johnson (LWVB) - 12/20/85
Carolyn Gritter (ENA) - 12/20/85
Arthur Howe (SEHS) - 12/20/85
C.B. Donnell (BEC) - 12/20/85
Susan Park (BPA) - 12/20/85
Webb Sussman (BABC) - 12/20/85
Alexander Zaleski (MAPC - 12/20/85
Joseph Iynazio (USA COE) - 12/20/85
Aram Pottier (ALA) - 12/20/85
Frederick Langone (FCL) - 12/21/85
Sydney Rockerfeller (CLBI) - 12/23/85
Raymond Flynn (City of Boston) - 12/23/85
Carol Gladstone (BC) - 12/24/85
Richard Delaney (MCZM) - 12/26/85

January 2, 1986
Date

James S. Hoyte, Secretary

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